

Montana and the sky



Department of Transportation - Aeronautics Division

Vol. 41, No. 11 November 1991

Soviet planes land in Helena

Three Soviet aircraft visited Helena October 17. The crews were in Helena refueling enroute to Salinas, California. The Soviet pilots and a crew of about 36 support personnel were in the United States for a series of air shows. The air shows represent the warming of relations between the Soviet Union and the United States.

The team's unusual flying route from Fort Worth, Texas to California via South Dakota was a result of "sensitive areas" that aircraft are not allowed to fly over.

Two of the Soviet planes were MiG-29 "Fulcrum" fighters, similar to the U.S. F-16s or F-18s. The third craft was an IL76 cargo plane, with the code name "Candid." It's similar to the U.S. Air Force's C-141 plane, which is equipped to transport troops and heavy support equipment.



The three Soviet pilots are surrounded by local dignitaries, including Ron Mercer, Helena Airport Manager.

Two F-16s from the North Dakota Air National Guard "Happy Hooligans" escorted the team from Sioux Falls, South

Dakota to Helena, both as a courtesy and for security reasons.

The contingency from the Soviet Union was greeted by a large, congenial crowd and welcoming committee. The pilots and crew were on the ground in Helena for approximately three hours and were treated to a private lunch at the Helena Regional Airport. Kind words, hand shakes, and souvenirs were exchanged with the friendly Soviets during their visit.

This was the first time a Soviet fighter has ever been on the ground in Montana, according to Helena Airport Manager Ron Mercer. ♦



A Soviet Union MiG-29 "Fulcrum."

Administrator's column

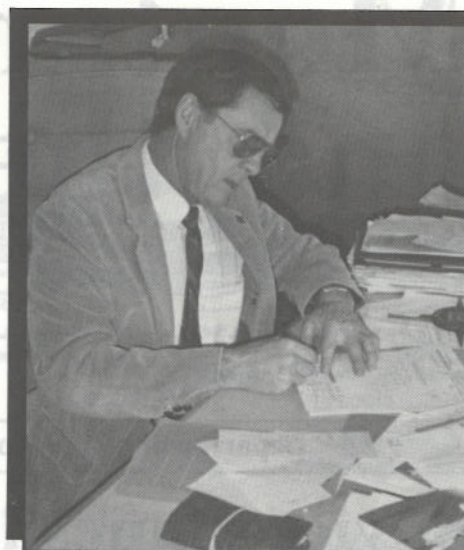
Transportation Research Board recommends changes in FAA: The Transportation Research Board recently completed a study that questions the FAA's ability to function within a structure unable to cope with the anticipated growth in air traffic. The study entitled "Winds of Change: Domestic Air Transport since Deregulation" concluded that a mandated study of change in the organization of the FAA by an independent group should occur. The study says that three options for reorganization should be looked at: 1) returning the FAA to its former independent status; 2) developing a public government corporation responsible for all FAA functions; and 3) developing a private, congressionally-chartered corporation for the FAA. The study talks about bureaucratic obstacles in procurement, as well as stability in leadership, including the Administrator and the Secretary of Transportation. Being independent of the DOT or not, the report states that "the FAA will be subjected to the problems of political game playing, some relating to the Office of Management & Budget and the DOT, and some to Congress and the Executive Branch. Only as a self-financed entity, not subject to the personnel ceilings and appropriations, can the FAA be freed from these problems. Perhaps more politically sophisticated leaders in the FAA and more understanding managers in the DOT could marginally alleviate the problem, but the prospects for the FAA's escaping from political pressures are not encouraging." The report cites many other subjects such as safety, airport and airway capacity, delays, runway incursion, pilot experience and aging aircraft.

☆☆☆☆☆

Flight Service states closures on hold: Congress placed a stipulation in the Department of Transportation's funding legislation that prohibits the FAA from spending any money to further consolidate, close or change Flight Service Station operations for a period of nine months after Congress receives the FAA report outlining their plans to retain auxiliary Flight Service Stations. Congress earlier this year passed legislation requiring the FAA to retain certain auxiliary Flight Service Stations and mandated the FAA to come up with a plan by May, which the FAA extended until October 31, 1991. The nine-month moratorium will now give Congress time to study the FAA's plan and to accept, modify or reject it as they feel appropriate.

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Age 60 Rule challenged: The Professional Pilots Federation (PPF) was recently formed to fight age discrimination. The PPF membership is open to any pilot who supports ending the discriminatory FAA rule mandating retirement at age 60. The newly formed group representing 17 major air operators met in Washington, D.C. in late September to discuss goals and set an action agenda. The PPF President is Chuck Nyren, who is also a captain for Delta Airlines. Captain Nyren believes that professional pilots should have the option to fly beyond age 60 if they meet all of the necessary requirements of pilots under age 60, and that the age 60 rule eliminates a major portion of knowledgeable and experienced available pilots. He believes that the issue is discrimination and not safety. There are no justifiable medical or proficiency reasons for the FAA to force certain professional pilots to retire at the arbitrary age of 60, while many other professional pilots are allowed to continue flying for many years. The PPF entered written testimony before the House Select Committee on Aging in late September. In addition, PPF member David Cronin, retired United Airlines captain appeared before the committee with oral testimony. Captain Cronin flew the seriously crippled Boeing 747 Flight 811 back into Honolulu and was given worldwide recognition for his skill and professionalism—only to be forced into retirement one month later. Anyone interested in joining the Professional Pilots Federation may write to the PPF, 1070 Ven Villa Road, Marietta, GA 30062 or call (404) 971-8397. ♦



Montana and the Sky

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Missoula receives new FBO

Northstar Air Express, a new fixed base operator, is open for business at the Missoula Airport. Northstar is located at the east end of the field between runways 25 and 29 and is the only Montana FBO with a Citation II.

The company is Conoco affiliated, offering competitive prices. It plans to offer flight instruction in the spring. Northstar Air Express is open 24-hours a day and is planning a grand opening for January.

Mike Wornath, Director of Maintenance; Lou Kelleher, Director of Operations; Dale Hovedy, Line and Charter Manager; and Ron Hendrickson invite you to stop and visit when you are in Missoula.

Please add this information to your airport directory. Northstar Air Express, 5225 Hwy 10 West, Box 7, Missoula, Montana 59802, (406)721-8886. ♦

Van De Riet Flight Scholarship

January 31, 1992, is the deadline for applications for the \$200 Van De Riet Flight Scholarship. The scholarship will be presented during the 1992 Montana Aviation Conference in Bozeman.

The scholarship was established as a memorial to Jack Van De Riet by his wife, Ruth. It's used to help defray costs of flight instruction.

Award of the scholarship will be based on applications in the form of a letter explaining the reasons for applying, and outlining outstanding achievements, future career goals and past aviation experience. Letters of application should be sent to: Montana Aeronautics Division, PO Box 5178, Helena, Montana 59604, or call Fred Hasskamp 444-2506 for more information.

This will be the last year for the Van De Riet Scholarship, which has been awarded for the past 10 years. ♦

Calendar

Nov. 16 - AOM Board Meeting, Helena.

Dec. 7 - 50th Anniversary Confederate Air Force moves to Midland, TX.

Jan. 16 - 17, 1992 - 16th Annual Aerospace Education Symposium, USAF Academy, CO.

Feb. 7 - 9, 1992 - Flight Instructor Refresher Clinic (FIRC), Helena.

Feb. 27 - 29, 1992 - Montana Aviation Conference, Bozeman. ♦

Ester Coombs-Vance Memorial Scholarship offered

The Montana Chapter of the Ninety Nines has established a scholarship to aid financing a female student pilot's flight training.

The \$100 scholarship will be awarded at the 1992 Montana Aviation Conference at Bozeman. Applicants must be at least 16 years old, reside in Montana, and receive training in Montana.

Interested applicants must submit an essay of approximately 500 words stating the reasons for wanting to learn to fly, including where the interest began and plans for their private pilot certificate. In addition, applicants must include their plans for contributing to the growth and betterment of the Montana Ninety Nines.

Other application materials are required. For more information or to obtain an application call or write: Tina Pomeroy, 1214 West Crawford, Livingston, Montana 59047, phone 222-6826; or write to Gail Sanchez at 719 South 9th, Bozeman, Montana 59715.

The deadline for submitting an application is January 31, 1992—so hurry and call for your application today. ♦

Petroni Retires



Angelo Petroni, Bert Mooney Airport Manager, retired in September after 29 years of service with the facility. Petroni has also been active in the Montana Airport Managers Association and the American Association of Airport Executives. "Ang" plans on camping, fishing, hunting and traveling. In addition, he and his wife, Virginia (pictured above), plan to spend time with their children and grandchildren.

1991 Mountain Search Pilot Clinic

The Montana Aeronautics Division's 13th annual Mountain Search Pilot Clinic was held September 20-22 and provided training for 30 volunteer Montana search pilots. The topics included air search and rescue and how to search safely and effectively in mountainous terrain for downed aircraft. The purpose of the clinic was to offer training to Montana pilots who volunteer to be a part of the Division's volunteer search and rescue system.



Lyle Sartain, Great Falls, was one of the ELT homer instructors.

Friday night's ground school program started out with a welcome by Mike Ferguson, and a briefing by Fred Hasskamp concerning what we were going to do and hoped to accomplish.

Nationally known mountain flying expert Sparky Imeson provided an outstanding mountain flying slide program. Major Bob Reinert, USAF Liaison Officer for the Civil Air Patrol, Malmstrom AFB, Former Squadron Commander for the 301st, Headquarters Squadron RCC Scott AFB, IL provided a program on the national Search and Rescue System as coordinated nationally by the USAF/RCC Scott AFB. John Goostrey, FAA accident prevention program manager from Boise, explained the FAA Pilot Proficiency Wings Program.

Each participant in the Mountain Search Pilot Clinic received two of the required three hours of dual flight instruction necessary to complete the requirements of the FAA Wings Program. The third hour entails receiving an hour of instrument dual instruction, which can be done at home with a local CFI.

The dual flight training began Saturday at daybreak. Six experienced mountain CFIs conducted the flight instruction. While the flight training was taking place, another group was learning about ELTs and how to locate them from both the ground and from the air. The ELT training was conducted by Lyle Sartain, Will Mavis and Lt. Col. Fred Stoval,

all of whom have been with us for several years bringing a wealth of experience to the participants. The third group was at a wooded site undergoing survival training geared to the general aviation pilot. Skip Stoffel of the Emergency Response Institute instructed all participants in their respective small groups concerning ways to protect themselves in a survival situation. Skip has been doing survival training for many years and is nationally known for his expertise.

Saturday night a second evening of ground school began. Fred Hasskamp presented an observer training slide program and a program entitled "Montana's Volunteer Air Search System and How it Works." Then Skip Stoffel presented a program on emergency landing procedures and some very important information concerning pilot and passenger restraints—seat belts and particularly, shoulder harnesses and why they are so important in preventing unnecessary injuries.

The weather Sunday morning was so inclement that we were unable to fly. It finally cleared at about noon, allowing us to finish up the flight training so that each participant received their scheduled dual flight instruction.

Flight Instructors were Fred Hasskamp, Montana Aeronautics Division; Glen Parmeter, Missoula; Stanley Read, Hamilton; Bill Stewart, Hamilton; Wayne Turner, Big Sandy; and Bill Werner, Columbia Falls. There were others who in various ways helped make this important SAR training so successful: Barbra Proulx and Blaine Meissner, Aeronautics Div.; Mike Strand for the use of this facilities and his helpfulness, Montana National Guard for the use of their facilities; Fred Lark for his help. There is a lot of interest in this unique program, and this year, we had visitors—Col. Tom Griesser, Commander, USAF, Rocky Mountain Liaison Region, Lowry AFB, Colorado and Tom



Major Bob Reinert, United States Air Force/CAP Liaison Officer provided an update on national air rescue coordination center activities and responsibilities.

Highland who is now taking search coordination duties for the Oregon Aeronautics Division. Most importantly, the following Montana volunteer Mountain Search Pilots completed the rigorous program: Clint Anderson, Jan Anderson, Donald J. Carver, Ronald Fenner, Paul Fournier, Harland D. Getter, Douglas L. Hamilton, Lowell C. Hanson, Rodney K. Haynes, Steven C. Heffel, Bert Johnson, Glen Larsen, Karen Mahar, Sharlee A. Mayer, Redge Meierhenry, Charles Morledge, Lou Norton, Ed L. Ostlund, Greg Painter, Walt Pickering, Richard J. Potuzak, Joe Reyling, Stewart Smishek, I. Edward Sondeno, Howard J. Taylor, Leo Wadekamper, Ronald S. Warnick, Jeffrey Wash, Warren Wash and Donald M. Whaley.

Only through our state pilot registration

Sparky Imeson, a noted author from Jackson, Wyoming, taught a mountain flying course.



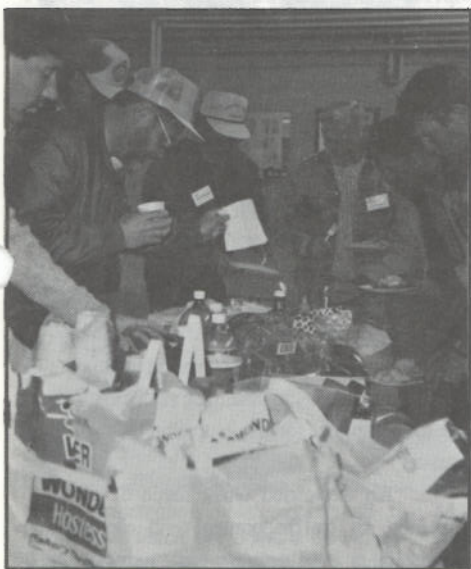
program are we able to maintain a viable volunteer air search and rescue organization. A very small portion of the \$.01 per gallon aviation fuel tax and the \$10 annual pilot registration (which includes a one-year subscription to *Montana and the Sky*) are small "insurance premiums" to pay for a nationally recognized statewide volunteer air search system, and what it can do for an aviator in distress.

September 18, 19, and 20, 1992, have been selected as the dates for next year's MSPC. We hope to have a good number of Montana volunteer mountain search pilots who have been through the Clinic sometime ago to be back for some updated recurrence training. To receive an application next August, pilots must volunteer themselves as mountain search pilots on the back side of their 1992 Pilot Registration Card.

As we say, "we hope we never need your help." However, we know that things can and do happen—everyone involved in aviation should be grateful to all of our search volunteers for just being there and ready. FLY SAFE!—Fred Hasskamp, Chief Safety & Education Bureau



Survival training and emergency landings were addressed by Skip Stoffel, Emergency Response Institute, Cashmere, Washington.



These hungry participants were greeted with a cold cut buffet luncheon.



Will Mavis, Helena, also taught students to properly use ELT homing equipment



Lt. Col. Fred Stoval, 304th Air Rescue Unit, Portland, Oregon, instructs students in the use of an ELT homer.



Greg Mecklenburg, Aeronautics Board education member, visits with Mike Ferguson during the clinic.

Yellowstone Airport

The Yellowstone Airport is closed for the winter. The shutters are up, water drained, power off, and the vehicles are stored. The early snows made the runways unusable a month earlier than normal.

Our \$300,000 Airport Improvement Project, funded with 90% FAA monies, is nearly completed. A two-inch overlay was placed on the north 400 feet of the ramp tiedown area and new tiedowns were installed.

A new hangar across the taxiway was constructed allowing hangars to be built. Four parties have already applied for leases. Eight sites are available. Twenty-seven lighted signs



Jeff Heaney, Airport Manager, Mike Rogan and Blaine Meissner, Helena Aeronautics Division staff, adjust a new runway hold sign.

have been installed along the runway and taxiways, including distance to go markers, runway hold signs, taxiway designations and informational signs. Security and emergency radio are now in most of the critical vehicles.

The runway light radio controller now responds to three and seven clicks of your mike bringing up different light intensities and REILS.

Safety areas between the runway and parallel taxiway now conforms to FAA requirements.

Other improvements will be completed in early June 1992. Plan to stop by and look things over.



The crew install shutters on the terminal building.

Greetings and welcome to the 1992 Montana Aviation Conference...

As navigator of this year's Aviation Conference, I wish to welcome you to Bozeman, February 27-29, for "1942-1992-Fifty Years of the Wonder of Aviation." We wish to call attention to the simple fact that in the last 50 years nothing has changed the world the way aviation has. Today, we stand on the brink of exciting and challenging aviation/aerospace technology that will usher us into an era of exploration of worlds beyond our own.

The Conference Committee and I continue to work toward providing an entertaining, educational style with something for everyone. Something for everyone includes all family members and friends who enjoy Bozeman's wide range of pleasant downtown and mall shopping, Bridger Bowl skiing, and the Museum of the Rockies.

The Committee chose 1942 so that we

might especially honor those pilots and others who gave so much during WWII. Saturday night will find you enjoying a Hawaiian luau, a very special guest speaker, a musical floor show, and the Helena Big Band, known especially for its danceable music of the forties. I'm telling you all this now so you can get out those uniforms and flight suits or wild Hawaiian skirts and shirts. Prizes will be awarded for the best dressed, or most appropriately dressed. We'll probably make up the awards as we see you come through the door. So, clean out your attic and find those old uniforms, or rent or sew or buy. Whatever happens, we're sure that by the time midnight approaches and the last dance is danced, you'll leave knowing you've had a memorable three days—briefly touching the past, the present, and the future of aviation.

—Paula Dekeyrel, Chief Navigator

Aeronautics Board conducts meeting in Helena

The Montana Aeronautics Board held a meeting on October 10 in Helena. Agenda items included comments from Department of Transportation Director John Rothwell, a review of division programs and budget, the FAA airspace meeting on the proposed Airport Radar Service Area (ARSA) at Billings Logan Field, and approval of preliminary engineering grants.

Director Rothwell told the board that many options exist concerning the Aeronautics Division and its financial difficulties. Program recommendations and changes affecting the Aeronautics Division must be made by the board, Rothwell said.

Mike Ferguson presented a proposed budget to the board that would allow the division to function at a minimum level through fiscal year 1994. The budget takes into account those savings realized as a result of the reorganization

into the Department of Transportation and other cuts made by the division.

In a unanimous vote the board recommended that the Division shut down the 19 lighted airway beacons in western Montana on a temporary basis. The purpose of this trial shut down is to find out if there is significant user opposition to warrant continuation of this program, which costs approximately \$7,500 per year. If there is not a large outcry, the shutdown will likely become permanent.

In other action, the board voted unanimously to maintain division operations at the Helena Airport, to oppose the proposed ARSA requirement at Billings, and approved \$1,000 preliminary engineering grants for Livingston and Gardiner.

The next meeting of the Aeronautics Board is scheduled for January 17, 1992, in Helena. The public is welcome to attend! ♦

Great Falls automated Flight Service Station dedication

On September 19, Montana's automated Flight Service Station was formally dedicated at Great Falls. Speakers at the ceremony included Bob Meyers, Mayor Pro Tempore, Great Falls City Commission; Fred Isaac, Regional Administrator, FAA Northwest Mountain Region; Helen Parke, Assistant Air Traffic Division Manager, FAA Northwest Mountain Region; and Jerry Dunn, Great Falls Flight Service Station Manager.

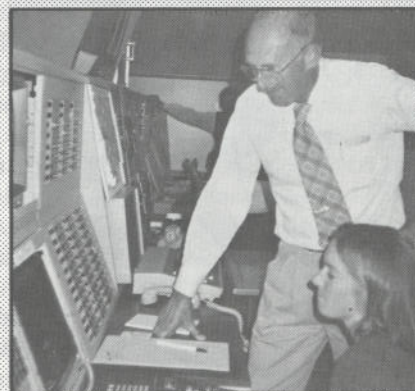


Fred Isaac, Regional Administrator, FAA Northwest Mountain Region.

Guests were also invited to join Mr. Isaac in a question and answer session on aviation concerns.

Mr. Isaac said, "The new facility will ultimately provide preflight and inflight pilot weather briefings, air/ground radio communications, flight planning and search and rescue support for the entire state of Montana."

"An expanded work force of highly trained air traffic control and electronic technicians will operate and maintain the new state of the art facility as an important link in modernizing the nation's air traffic system, said Mr. Isaac."



Bonnie Eastman, Great Falls Flight Service Station Briefer, demonstrates the new system to Fred Hasskamp.

Montana Flying Farmers/Ranchers convene



The Montana Flying Farmers/Ranchers 45th Annual Convention was held October 4-6 at the Copper King Inn in Butte. (L-R) New MFF officers, including Jack Woods who installed the officers: Woody Boesch, Pres.; Charles Hanson, VP; Marilyn Lewis, Sec./Treas.; Mary Bogar, Newsletter Editor; and Frank Kummerfeldt, Director.



Floyd Gildewell of Washington attended the Montana convention. Mr. Gildewell was chosen the International Flying Farmers/Ranchers Man of the Year.



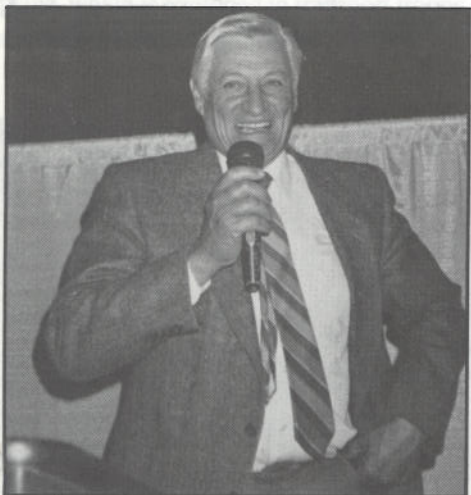
Ruth Sondreson was presented the MFF Woman of the Year Award by Peggy Boesch. Ruth also treated participants to a clogging demonstration.



Woody Boesch presents Mike Ferguson with the MFF 1991 Man of the Year Award. Mr. Ferguson addressed Convention participants and gave a slide presentation on transatlantic flying.



Jack and Faye Woods of Manitoba travelled to Butte for the convention. Jack serves as the Treasurer for the International Flying Farmers/Ranchers.



Don Althen from Alberta was the auctioneer for an auction held during the convention.



The group was provided a tour of the Cambra-Canola bottling plant in Butte.

FAA issues certificates

Private

| | |
|-------------------|----------------|
| Walker Armstrong | Missoula |
| Jason Bell | Billings |
| Robert Bennett | Great Falls |
| Noralee Bessler | Great Falls |
| Layne Carlson | Twin Bridges |
| Jeanette Carstens | Thompson Falls |
| Kenneth Clark | Glasgow |
| Adam Colby | Bigfork |
| Neal Davis | Dillon |
| Robert Flick | Columbia Falls |
| Jonathan Ford | Bozeman |
| Robert Hermance | Shelby |
| Nancy Hoffhines | Butte |
| Steven Kenney | Billings |
| Theodore Kulaga | Livingston |
| Jason Layne | Whitehall |
| Geraldine Lyman | Livingston |
| Jack Marmon | Roundup |
| Dean Moore | Livingston |
| Terry Surratt | Billings |
| Kenneth Torgerson | Somers |

Multi-engine

| | |
|-----------------|------------|
| Merrill Pfiefer | Bridger |
| Roy Speeg | Helena |
| Edward Stole | Livingston |

Instrument

| | |
|------------------|-------------|
| Martin Hale | Whitefish |
| Michael Jenkins | Missoula |
| William Johnson | Whitefish |
| Richard Kraft | Cut Bank |
| Dewin Madill | Belgrade |
| Robert Rogertson | Sand Coulee |
| Mark Roth | Missoula |
| John Slater | Kalispell |

Commercial

| | |
|-----------------|-------------|
| Steven Burleson | Great Falls |
| Doug Chapman | Belgrade |
| Wendy Cromwell | Missoula |
| Brett Kruger | Billings |
| Roy Speeg | Helena |

ATP Multi-engine

| | |
|--------------|----------|
| James Dustin | Billings |
|--------------|----------|

Glider Tow

| | |
|--------------|-----------|
| David Downey | Kalispell |
|--------------|-----------|

CFI - Multi-engine

| | |
|---------------|----------|
| James Dustin | Billings |
| Jerry Larson | Shelby |
| Terry Sheehan | Billings |

CFI

| | |
|------------------|--------------|
| Clinton Anderson | St. Ignatius |
|------------------|--------------|

CFI - reinstate

| | |
|----------------|-----------|
| William Lepper | Whitefish |
|----------------|-----------|

CFI - renew

| | |
|------------------|----------|
| Monte Belgarde | Rocker |
| Kenneth Fielding | Missoula |
| Dallas O'Connor | Poplar |
| John Rasmussen | Missoula |

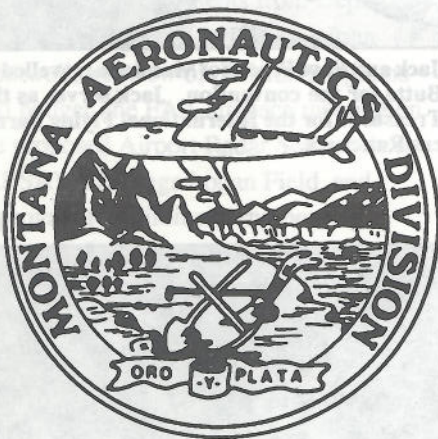
Student

| | |
|---------------|----------------|
| Timothy Lewis | Columbia Falls |
|---------------|----------------|

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